GERMANS PLAN LINE OF DIRIGIBLES HERE

Arrangements Nearly Completed for New York-Chicago Air Travel.

WOULD EXTEND SYSTEM

Head of Schuette Works Asserts Capital Will Come From United States.

AIRSHIPS TO BE SMALL

Will Provide Modern Comforts and Can Travel at 87 Miles an Hour.

Special Correspondence to THE NEW YORK HERALD.

New York Herald Bureau, Berlin, Nov. 11.

A plan for the establishment of numerous new air lines in the United States with the combined technical skill of Germany and American capital was brought back recently by Herr Schuette of the Schuette Lanz dirigible works, one of the most extensive concerns of the country during the war.

Herr Schuette declares that plans are practically perfected for the opening of a line from New York to Chicago with craft of German design having capacities of from 110,000 to 150,000 cubic meters. Working out of such craft in this country was forbidden after the war by the treaty. Hence the proposal to build and operate them in America would result both in the development of American air lines, which is much desired there, and at the same time preserve German interest in continuing the development of air navigation.

Herr Schuette declared that the airships of the capacity planned for the New York-Chicago line are as small as can be built and still give satisfaction. They afford passenger space enough to make the business a paying one and give room on board for all modern comforts. The plans show restaurants, smoking rooms, sleeping and living compartments, baths and promenade decks. The speed is reckoned at 100 kilometers per hour and could be increased to 140 kilometers or about eighty-seven miles.

Can Extend Service.

Herr Schuette declares that the service can easily be extended to any part of the United States if the proper repair shops and landing stages are constructed. The methods he proposes would permit landings in the center of cities by overhead stages. He said that once a country with the resources and ingenuity of America takes advantage of the steps attained by the German builders, transatlantic lines would be within the realms of possibility and round the world lines would be the next development.

Until recently when at the international air convention restrictions were withdrawn flying had suffered greatly in Germany. Now, however, planes can pass over countries of Powers represented at the convention, but building of the larger types is still forbidden by the rules drawn up at the conclusion of the war. Airplane lines developed greatly in Germany during the summer and, while many of them did not connect with outside lines, they did much to keep the interest of plane builders alive.

Perhaps the biggest development was the establishment of the route from Koenigsburg to Moscow. This is considered so important that it will be kept up throughout the winter while many other lines are abandoned. The London to Berlin line, just now being got into shape for operation, is another big achievement of the year.

To Connect With Other Lines.

"What we have lacked heretofore," said Major von Tschudi, one of the most important figures in Germany's air activities, "was connections with other lines. This lack was not altogether due to political reasons. It is true that flying over some countries was forbidden, but, as in the case of the Berlin-Moscow line, the distance from Berlin to Koenigsburg was not made by air because it was considered more convenient to passengers. A number of reasons lay behind the lack of coordination among the various countries, including lack of subsidies for opening routes through territories where good connections could be made. The way is in sight now, however, for connections with the French line from Paris to Warsaw, touching Prague and Strassbourg and with the line from Breslau to Budapest via Vienna. The idea of state subsidies has been recognized by the German Government, but thus far the service has not been given great impetus by the money received.

"Good organization and connections with lines to other countries, however, combined with improved planes, will make vast improvements in coming years."

CATCH TOWN MARSHAL IN HOGSHEAD OF WINE

Special Correspondence to THE NEW YORK HERALD.

BERLIN, Nov. 11.—A wine maker in the little town of Lorchfeld, in the heart of the Rhine region where the wine harvest is at its height, heard a gurgling noise behind his house one night recently. Going out with a lantern he discovered the town marshal floundering about in a hogshead of new, fine wine. The guardian of the village was pulled out just when he was nearly drowned. Later, when he was resuscitated, the marshal confessed that he had been sampling all the wines in the village and there were many barrels of the new product. When he reached the large hogshead he stooped to drink too deeply and fell in.

During the same night in Berlin a robber entered a confectionery store and after having filled his bags with loot tasted some delicious looking chocolates. He ate one after the other, each tasting better than the first. When the police arrived a few hours later the robber lay on the floor thoroughly intoxicated. The chocolates were a new confection containing brandy and other varieties of liqueurs. Candy dealers say they have been having endless calls for the brandy chocolates from American tourists leaving for their boats.

On Chilean Railroads.

THE article on "Electrifying Chilean Railroads," in THE NEW YORK HERALD of November 12, was from the *American Exporter*.

POLAR EXPEDITIONS LOSING THEIR LURE

Present Ventures Now Looked on Largely as Sporting Events.

LANDS STILL UNTRODDEN

Filchner, German Explorer, Tells of Sixth Continent in the Antarctic.

Special Correspondence to THE NEW YORK HERALD.

New York Herald Bureau, Berlin, Nov. 11.

That polar explorations have lost their attractiveness and thus caused a great loss to science, was the declaration of Wilhelm Filchner, German explorer, in the first lecture he has given since his south polar attempt. Present ventures are now looked upon largely as sporting events, he added.

"Nevertheless, penetration southward from points we have already established would solve one of the greatest geographical problems of the day. It would result in the discovery of the sixth continent," said Filchner.

Speaking of the importance of the south polar regions, the explorer continued:

"In the Arctic as well as the Antarctic regions many problems are still to be solved. Tremendous work is required to fill the gaps in our knowledge about these parts of the earth. The great attraction of being the first human to reach the poles is now missing, and fewer explorers will make the difficult regions a field for their activities. Thus science will lose much.

"The north polar region consists mainly of water. The Antarctic is chiefly land. That is one reason why the latter demands much more interest than the former. Another is that explorers have agreed that there lies a new continent. The shore of this huge stretch of land is near or within the polar region, that is to say, in a latitude corresponding to Drontjem, Norway, and Thomsoe in the northern hemisphere. This new continent has, according to present calculations, an area equal to that of Europe and Australia. It would therefore be the fourth largest continent of the world.

"The great new land has high mountain chains and in the interior extensive high plains covered by an ice shield from 300 to 600 feet in thickness. The 'inland ice' shows great gulfs and glaciers. The only visible landmarks are rocks and mountain ridges penetrating the cover of ice.

"On both the Pacific and the Atlantic sides of the continent there are deep bays. On the Pacific side the Ross Sea penetrates the land in a shape like the contour of France. The southern border of the bay is a wall of floating ice of enormous proportions. It has a length of about 500 miles and rises 150 feet above the water. On the Atlantic side the Weddell Sea penetrates the land. The area of this sea is as large as the Baltic, the Black and the North seas.

"My expedition found a valuable geographical fact in the discovery that the Weddell Sea is also inclosed by cliffs of ice, as is the Ross Sea. The ice boundaries of both seas have their points in a position corresponding to the location of Spitzbergen and extend indefinitely poleward. These bays practically divide the continent into two parts, which may be known as East and West Antarctics. All expeditions for the exploration of the continent were started from the narrow neck separating the two bays."

Filchner's chief achievement in his exploration was to penetrate to the southern extremity of the Weddell Sea, where he believes he has found a favorable spot for a thorough survey of the polar continent. The only question left, he said, is to find means for penetrating further against the tremendous obstacles offered. Further explorations, with those of his own, those of Shackleton, Amundsen and Scott, Filchner asserted, would give the scientific world material that it badly needs.

Further explorations, however, must be led by America, because of its increasing interest in science and its ability to finance the expeditions that must be sent out, the explorer contended. He also considers Sweden, Norway, Denmark and England may become sufficiently interested again in exploration if scientists make it properly known that the world needs the findings of daring navigators to give a great service to the world.

NEW YORK'S SHORT DAY AND EFFECTS

Continued from Page Five.

shopping is indeed a riot and uneconomic and nerve wracking to both staff and patrons."

I asked an official of a great insurance company by whose clock in the splendid tower thousands set their watches:

"Are we New Yorkers working enough—hard enough?" &c.

"I don't know what to say," he answered. "We hear a lot about aids to efficiency lately invented to cut down the necessary working hours. I suppose the claims are true. But, taking your particular slant, I believe that no one who has to do with large office forces or any sort of employees realizes that in these days there is a slowing up on the real spirit of crashing into work. I guess it's too often a case of just 'getting by,' as you suggest, although I must say that we have here a force that is an exception."

"Twenty years ago?" I persisted.

"Then," he replied, "we all worked longer. But I believe we were not so tired at night. We worked more normally. Of course, we have all shortened working hours. We used to begin, most of us, at 8.

"Now, well, too many think 9 too early, and far too many that 10 or 11 is soon enough to 'begin the day's grind.' That's the point—too many view it as a 'grind' instead of as something in which to take joy and pride."

In the great headquarters of the great world famed concerns, such as Standard Oil and United States Steel and others of vast operations, the same adherence to shortened hours prevails.

I asked William Kehoe, secretary of the Building Trades and Labor Council, 287 Broadway, what about working hours to-day and in past years. He said:

"All of the union men we represent have the eight hour day, with a half holiday on Saturday. It is a forty-four hour week. The painters work seven hours a day on account of the tendency toward lead poisoning.

"But listen here: The eight hour day in industrial shops will, I am sure, soon give way to the six hour continuous labor, two shifts a day plan. It cannot be prevented. The economic consideration will force it. It's this way: A man or a firm installs expensive machinery. It is operated eight hours a day, then lies idle sixteen hours. Under the six hour, two shift, continuous labor plan the machinery will be operated twelve hours a day. And that is bound to come."

Chairman Mulholland of the executive board of the council, who was present, indorsed Secretary Kehoe's statement.

"The economic argument as to machinery and the good of the individual worker," he added, "will bring that plan into acceptance."

Both believed the newer arrangement would come in the not far distant future. As to twenty years ago, they affirmed there had been no shortening of working hours in the building trades since then and that the eight hour day had prevailed for thirty years. But they held firmly for the newer idea—a six hour, continuous labor, two shift plan in industrial shops. They claimed a man could actually do more in six hours' continuous labor than in eight hours with a stop at midday.

Out in the smaller cities, they said, the nine hour day is quite common. It was apparent, however, they said, that the drift is toward less hours everywhere. They defended it as necessary to the good of the worker, and on economic grounds touching the interests of the employer.

And so on with several other classifications of employees in New York city. Among them are nonunion night workers, and they appear to work longer hours than do the day workers in almost all lines. Twelve and fourteen hours are not uncommon; but, of course, the number is comparatively small out of the whole mass.

The long and short of it appears to be, judging from the frank answers given by workers and by those who employ, is that we New Yorkers especially are indulging in a rather expensive regimen of congestion of work hurried through in shortened hours, that we are suffering from precisely the same effect that is produced by any congestion—economic loss. That economic loss is paid in the last analysis by the masses. It is costing every one something to go into that indulgence.

The universal testimony is that, as compared with twenty years ago, there is no doubt that we who live and labor in this great city are trying a very difficult thing—to beat the economic game—a thing no one has succeeded in doing for a continued period heretofore.

There was, however, one phase of the inquiry which has been reserved especially for the last:

Is it or isn't it true, as so many assert, that the average worker fails to throw into his daily effort the spirit of doing all one can, and that there is, generally speaking, too little of social responsibility? Housewives, heads of households, persons who come into touch with workers in big concerns and with the host of those who do the hundred and one jobs folks have to get done once in a while—several of them were asked, and without exception they answered in substance:

"Every one knows that that is true. It shows in every conceivable line—the carpenter you get in to make a bookcase or the painter to paint the kitchen floor, the many others who do odd jobs. It is the one complaint one hears nowadays with unanimity."

One reply was interesting: "I went home the other day and suggested to my wife we go over to a store and do some shopping. It was a quarter to 5. The store closed at half-past 5. She wouldn't go, although the store was only five minutes distant. Why? Because, so she said, you couldn't get service at that hour. The clerks would be irritable and resent your coming.

"But that," I objected, "cuts off about 12 or 15 per cent. of the time the store is supposed to be open to the public."

"Precisely," she replied. "But it's true. It's what every woman shopper knows."